

CLARENCE CANNON served in this body during World War II and after World War II, and to this very day of Communist aggression to take over the world and impose that vicious and evil ideology upon all governments and upon all peoples.

During his long and honorable service, CLARENCE CANNON always stood for the national interest of our country. In connection with legislation and appropriations having to do with the strength of America to meet any enemy, actual or potential, we always found CLARENCE CANNON in committee and in the well of this House fighting for such legislation and appropriations that would assure not only the preservation of our country for ourselves, but for future generations of Americans; and at the same time he always stood for and fought for such legislation that would be a warning to any enemy, actual or potential, that America would be prepared.

On the domestic side he fought for progressive measures particularly in the field of agriculture and he was a leader in strengthening the agricultural life and community of America, to which I can testify, coming from a city district which does not have one farm, and I have consistently supported such legislation during my own years of service in this body.

CLARENCE CANNON represented the spirit of America. He was born of the soil. His thoughts were always connected with the soil of America. His life was somewhat like a Horatio Alger story. In addition to being an inspiration for all Americans to follow and for all good persons everywhere to follow, his life was particularly an inspiration for the youth of America—these youngsters whom we see in the galleries of this Chamber—these youngsters who come to the Capitol. When I see them, I see all young Americans in all places—in all the homes and streets of our cities as well as in the rural areas throughout the country. They are the future leaders of our country. They are the ones to whom we must look in the future to take over the reins of Government when those like ourselves and others with responsibility have passed on.

CLARENCE CANNON always had that in mind, always trying to be an inspiration for the youth of America. His dedicated years of service in this body are historical in that respect.

If CLARENCE could speak to us from the great beyond today, I know he would express his pleasure at the depth of feeling that every one of us is experiencing and expressing because of his passing on. And particularly for the beautiful remarks made about that dear sweetheart and wife of his, Mrs. Cannon.

As the poet said:

It is in the arms of a woman we enter life.
In the arms of a woman we gain courage
and strength to bear life,
It is in the arms of a woman we leave life.
And as for the span between,
How meaningless it would be without her.
And "her" means mother and wife.

We all know Mrs. Cannon was the constant guide and adviser of this great American.

He recognized her wisdom and the soundness of her views. But more than that, the closeness of their married life through the years they were married was always an inspiration, and will always be an inspiration, for other married couples to follow.

So we miss CLARENCE CANNON. He was an integral part of the House. As two or three of my colleagues well said, he loved the House of Representatives. That is true. I can understand, because I love this body. He loved this great Chamber, which I consider to be the greatest legislative body in the world, bar none.

The collective judgment of this body is sound. We may have our differences, but everyone here is a dedicated American and a dedicated legislator, and the collective judgment of the House—we may not always agree with it—is sound and for the best interests of our country.

CLARENCE CANNON throughout the years played an important part, an outstanding part, in the determination of the collective judgment of the House of Representatives.

I had an intense feeling of respect and admiration, and a strong feeling of friendship, for him.

My friendships are entirely different from political views. I separate in my mind my friendships from political views or differences on public questions. I admired CLARENCE CANNON very much and entertained for him, as I said, the strongest feeling of friendship possible. I shall miss him very much, as will all my colleagues.

He was a bulwark of strength through the long years he served in this body, rendering honorable and trustworthy service.

So I make these remarks, as my other colleagues did, most regretfully on the passing of a dear friend, a great American, an outstanding colleague. I extend to that sweetheart of his throughout their long married life, Mrs. Cannon, and to her loved ones my profound sympathy in their great loss and sorrow.

CIVIL RIGHTS

(Mr. SIKES asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. SIKES. Mr. Speaker, a Washington newspaper said today editorially:

The forces in Maryland that favor a sane, reasonable and constitutional settlement of civil rights issues have won a significant victory in the face of great odds.

That statement represents one of the worst beatings ever administered to the right of freedom of speech. There just is not a word of truth in it. Any one who has mastered the first page of the political primer knows that an outsider running against a favorite son always has the odds against him. Instead of having great odds in his favor, Governor Wallace was confronted with the most formidable lineup of opposition that could be assembled in a single State. The political parties, the Negro organizations, the liberal organizations, labor, even the churches, opposed him. The President

and the brother of a martyred President visited Maryland to show their support for the favorite son ticket. Despite this lineup, it is an undenied and undeniable fact that Governor Wallace was defeated only by the Negro bloc vote. That means he got a majority in all other groups. It is not a victory to be proud of.

Reams of explanation will not change the fact that the people are seriously disturbed by efforts to enact into law a civil rights bill which will establish the framework for a police state and the set-aside of the American Constitution.

The tide of civil rights support is beginning to recede. The majority do not want this iniquitous bill. They know there is no need and little honest demand for it. Now, they are demanding that the rights of the majority also be considered and the voice of the majority heard. Theirs will be the last word.

SUBCOMMITTEE ON COMPENSATION OF THE COMMITTEE ON VETERANS' AFFAIRS

Mr. ALBERT. Mr. Speaker, on behalf of the gentleman from Texas [Mr. TEAGUE] I ask unanimous consent that the Subcommittee on Compensation of the Committee on Veterans' Affairs may be permitted to sit while the House is in session today during general debate.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

SUBCOMMITTEE ON SCHOOL PRAYER OF THE COMMITTEE ON THE JUDICIARY

Mr. ALBERT. Mr. Speaker, on behalf of the gentleman from New York [Mr. Celler] I ask unanimous consent that the Subcommittee on School Prayer of the Committee on the Judiciary may be permitted to sit while the House is in session today during general debate.

The SPEAKER. Is there objection to the request of the gentleman from Oklahoma?

There was no objection.

(Mr. DON H. CLAUSEN asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

[Mr. DON H. CLAUSEN'S remarks will appear hereafter in the Appendix.]

WILL OBSOLETE AIRCRAFT WIN THE WAR IN VIETNAM?

(Mr. GUBSER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. GUBSER. Mr. Speaker, there is every justification for the current wave of public indignation over asking officers of the U.S. Air Force to serve this, the richest Nation on earth, by facing death in obsolete and worn-out aircraft. The American people have a right to the full truth and there is reason to believe that they are not getting it.

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Just a few hours ago I learned from a reliable source that the A-1E aircraft which are en route to Vietnam at this moment to replace the obsolete and wornout B-26 and T-28's were taken from Litchfield Park, a boneyard airfield in Arizona. It might be pointed out that the last A-1E was built by the Douglas Aircraft Co. in 1953. So these planes which are supposed to replace obsolete equipment are a minimum of 11 years old themselves. We have no assurance that metal fatigue has not set in and that these aircraft might be just different death traps.

I shall ask Secretary McNamara to furnish the exact log, age, and history of every aircraft being sent to Vietnam. The American people have a right to the full truth and assurance that officers of the U.S. Air Force will not again be required to face death in obsolete and wornout aircraft.

INDEPENDENT OFFICES APPROPRIATION BILL, 1965

Mr. THOMAS. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 11296) making appropriations for sundry independent executive bureaus, boards, commissions, corporations, agencies, and offices, for the fiscal year ending June 30, 1965, and for other purposes.

The motion was agreed to.

IN COMMITTEE OF THE WHOLE

Accordingly, the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill H.R. 11296, with Mr. BOLLING in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. When the Committee rose on yesterday the Clerk had read through line 19, page 3, of the bill. If there are no amendments at this point, the Clerk will read.

Mr. THOMAS. Mr. Chairman, I ask unanimous consent that the bill be considered as read at this point and that all points of order not heretofore covered in the bill may be saved.

Mr. GROSS. Mr. Chairman, at this hour in the afternoon I would have to object to that. Let us proceed with the reading of the bill.

The CHAIRMAN. Objection is heard. The Clerk will read.

The Clerk read as follows:

OFFICE OF SCIENCE AND TECHNOLOGY Salaries and expenses

For expenses necessary for the Office of Science and Technology, including services as authorized by section 15 of the Act of August 2, 1948 (5 U.S.C. 55a), but at rates for individuals not to exceed \$75 per diem, \$880,000.

Mr. WRIGHT. Mr. Chairman, I move to strike out the last word.

Mr. Chairman, I do this for the purpose of inquiring of the very able and distinguished chairman of the subcommittee with respect to the amount of money recommended in this bill for airline subsidies. I observe that \$79 million has been recommended for sub-

sidy payments to air carriers. If I am not mistaken, I think this is exactly the same amount that was provided in last year's legislation but some \$3,824,000 less than had been contained in the budget estimate. As usual, the chairman and this great subcommittee have done a magnificent job of finding those places where substantial economies can be effected in the operation of our Government without curtailing the services of the Government. I should simply like to ask the chairman whether or not this reduction below the Presidentially requested amount would mean any curtailment in local service carrier operations and services.

Mr. THOMAS. I would be delighted to reply to the very intelligent question of our distinguished colleague from Texas [Mr. WRIGHT]. As he knows, because he is an expert in this, and he certainly studies it, and we want to commend him for it, there is a reduction of about \$3 million, from \$82.8 million to \$79 million. Of course, whatever amount of money the Civil Aeronautics Board says is due a particular carrier, or all of them together, that is the amount they are going to get. That is a debt against the United States. Of course there is that magic formula, honest, efficient, and economical management; but what we are trying to do is say to the carrier, "You do your business economically and whatever is necessary you will get." This committee will recommend such sum to the House and it will be provided.

May I point out to my colleague one other thing. First, I repeat that whatever amount of money is necessary they are going to get. I think this amount is going to cover it. If it does not we will certainly come in with sufficient money to cover it.

There is in here for the first time a subsidy for one of the big airlines of \$3,750,000. Of course, this budget was prepared some 5 or 6 months ago, and in the last 4 or 5 months, as we all know, the aviation industry entered into one of its greatest periods of prosperity. We hope that will continue, and it could well be that this amount in the bill is more than they need. But, to answer the gentleman's question directly, whatever the Board says they are entitled to, they will get.

Mr. WRIGHT. Mr. Chairman, I want to thank the chairman for his very straightforward and lucid answer.

(Mr. WRIGHT asked and was given permission to revise and extend his remarks.)

Mr. WRIGHT. Mr. Chairman, since this bill provides \$79 million for subsidy payments to the Nation's air carriers, I think it would be appropriate for us to think together for a few minutes on the vital services that our airlines provide to our country.

I speak not only of the major trunk carriers, but of the local service airlines which serve smaller communities and make it possible for practically all Americans to avail themselves of the swift and safe trunk flights which operate from our metropolitan areas.

Without these local service carriers, it

would be impossible for untold millions of our citizens to make connections with the sleek and speedy jets which whisk us from coast to coast in a matter of hours.

In essence these local service carriers are the veins which funnel the lifeblood of passengers and freight into the main arteries of our Nation's commerce.

This is a tremendously important job, and the local service carriers do it well.

Among the local service airlines you will find some of the greatest success stories in our great free enterprise system. In my own district, for example, is headquartered Central Airlines. Its story is truly remarkable.

Founded almost singlehandedly by my good friend, Keith Kahle, Central began operations in September 1949. During that first month of operations, using single-engine Beechcraft Bonanzas, Central carried a total of only 54 passengers. Keith laughingly recalls today that the passenger total might not have been so high if he had not been able to sell tickets to so many of his relatives.

But Keith did not give up. He realized he was providing a service that was desperately needed, and the public soon began to recognize this, too. As a result, Central began to grow. And today, 15 years later, it is still growing.

This month Central is expecting to carry 36,000 passengers. The company has a total of 781 employees, and serves 42 cities in 6 States—Texas, Oklahoma, Kansas, Missouri, Arkansas, and Colorado. On air routes where little Bonanzas once flew, today there fly comfortable Convair liners, and of course there still are many DC-3's.

The DC-3's have long been regarded as the old reliable workhorses of the airways. Even though they are among the safest and most reliable ships in the sky today, the local service airlines are extremely conscious of the fact that these gallant old planes soon will have to be replaced with faster, more modern aircraft. They are anxious to see the development of a suitable replacement, and believe that the Government should take an active role in spurring this project.

Since the subsidies contained in this bill represent a very large amount of taxpayers' money, it is fair to ask ourselves what the local service carriers are doing to reduce the amount of subsidies they require. I am happy to report there are positive answers to this question. Let me give you one concrete example.

Thirteen local service airlines—including some Alaskan carriers and one from the Caribbean—recently banded together in an effort to cut costs by making joint purchases of common supplies. For instance, all airlines use large quantities of teletype paper. This new group will obtain this paper directly from the manufacturer, rather than through more costly retail channels.

This group is known as Capco—Consolidate Airline Purchasing Corp. It opened an office in Washington on the first of this month. Keith Kahle, who originated the idea, is serving as its \$1-a-year president, in addition to his regular duties as vice chairman of the board